

himself straight the consequences to this experiment may be very disastrous.

—It will not for the first time that this plan for the general suppression of the present masters has been thought of. Hitherto, India who would have taken the posts were not such as could have been trusted in them, and those who could have taken them were always able to command higher remuneration for their services elsewhere than could have been given them as teachers.

It is proposed that, if present, everything bids fair for a first attempt, and if it should entirely fail, we might do well to resort to Confucius for another. Decide, if, on the other hand, it succeeds, it will be the commencement of a new educational era in the Colony.

15.—The Central School has made another rapid advance in numbers. It has far outrun the limits of the present building, and not of that, only, but of the teaching power of the present staff of masters. It is now proposed to add to the school, and in that point of view, is not reasonable. For five years the General Board of Customs had the commission to enquire into and to deal with the dangers which threaten the existence of the chief commercial city in China—the grand centre of that Pto. Chinese system of which he is the head. Facts innumerable have been brought under his notice in evidence of the existence and rapid growth of the obstructions complained of, and of the inconveniences, dangers and losses caused by their continuance, and the results of applying the remedial measures which the only course that could be adopted would be the reduction of the numbers. This is too serious a step to contemplate. There is no help, therefore, but to bring the subject once more to the notice of the Government, and beg it for the consideration which it deserves.

16.—If a new building and additional masters were obtained, the Central School might be made to supply all the educational wants of the Colony. The Chinese alone are not the only persons who need such a school is yearly becoming more and more evident. Last year there were no fewer than 83 boys of other nationalities at the school, and that number might be considerably increased. As long as these boys formed only a small fraction in each of the classes, their presence interfered but little with the ordinary routine of the school; but now that their importance is increased, and with their numbers, and our duty to them is imperative, as that to the Chinese, another arrangement is absolutely necessary to remove to them the education which they require. As, however, this is a subject which is relegated to a committee appointed for the purpose on behalf of the community, it would be treading on their duties to discuss this subject further. Perhaps this reference to it will accelerate their final decision.

I have the honor to be, Sir,

Your most obedient Servt,

J. FRIENDLY STEWART,

Inspector of Government Schools,

The Honourable CECIL O. SMITH,

Action Colonial Secretary.

LECTURE AT THE CITY HALL.

Mr. N. B. Davis delivered a second lecture on Tuesday evening of an entirely different class from that which preceded it. The lecture was entitled "Under the Pendant," and consisted of a number of graphic and amusing sketches of naval life. The attendance was not very large, probably in consequence of the near approach of the races, but Mr. Dennis succeeded in keeping those who were present in the best possible humour during the lecture.

The lecture commenced by describing how he joined the Navy two years ago, and that the life was an excellent school for ridding off the sharp angles of the character. He described the life on board H.M.S. "Victory," and what a junior master is like in those days. He was next transferred to a 351-gun ship bearing the Admiral's flag in the Baltic. Here were interposed some amusing anecdotes of Admiral Sir C. Napier, and of the doings of the ship—a doctor of "the old school" applied his discipline of a large ship to himself, his perfection being equalled only by the extinguishing of a rare fire when scarcely anyone knew that there was even a matter of drill.

There was a good story of an ambitious mate of the deck who blackened a goose's bill and legs and a cow's horns in order that they might look ship-shape. The lecturer made some observations on the subject of flogging, which he regarded as almost necessary to preserve discipline. During this Baltic service the unfeigned apprehension entertained in regard to the "Baltic" ("Danish" invasion) gave rise to some excellent anecdotes. At the port of Svendborg, the British ships were in very little danger on account of the bad powder and shells supplied by the cheating contractors to the Russian Government. Several other instances of the wholesale "baiting" tricks played by Russian contractors in those days were related, our particularly about the canvas forts at Kronstadt being very amusing.

A floating battery of the old type was described, with special remarks upon her unseaworthy qualities. The lecture's next service was in a 50-gunner frigate. Here an amusing tale was told concerning Paddy Smith and the Doctor's custard, and how Paddy sold the Doctor and got a bottle of gin out of him. The cock-roaches on board the Madagascar came in for special vituperation, and the way in which their first Lieutenant made war on them by ordering each boy to bring him 100 every morning was described. There was also an anecdote concerning an account of a steamer, a slop, and slave-chains, with a good story about the cook's wife and his chickens, and how he was sent out of them. Monte Video and Buenos Ayres involving a tale of the introduction of yellow fever, were next described; and Para, a hotbed of snakes, where such curiosities as tame boas can be seen. The lecturer then described a training ship, and the introduction of birching, introducing a few good anecdotes.

The lecture was received with hearty applause, and the audience separated evidently much pleased with the hour's amusement.

THE CONSULATION OF THE WANGPOO.

(Continued.)

On January 1, 1873.

To H. E. T. P. Wade, Esq.,

H. B. M. Minister, Peking.

Sir.—The Vice-Chairman of this Chamber had the honour to address your Excellency on the 16th February last, with reference to the state of the Bar at the entrance to the Wangpo River, and I have been led to believe from H. M. Consulate, that the Chinese Government some time ago issued instructions to the Inspector General of Customs to give early attention to the question of providing a suitable machinery for dredging the Bar.

The Committee of the Chamber has, moreover, been recently informed by the Agent of the Peninsular and Oriental Steam Navigation Company at this place, that in answer to representations made by the Company in London, the Postmaster-General had assured them on the authority of a despatch from your Excellency to the Secretary of State for Foreign Affairs, that a dredger had already been ordered by the Chinese Government. I should be gratified to find myself in a position to state to the members of the Chamber that so necessary a work as the conservation of the riverine approaches to this port has actually been undertaken, but I doubt if your Excellency has been correctly informed on this point.

When the Inspector General of Customs last summer received here a deputation of gentlemen representing the various Chinese lines running to Shanghai, he stated that nothing up to that time had been done; and that he intended to communicate with the Chamber after his return to Peking, no letter on the subject has yet reached me. The Committee desire again to bring to your Excellency's notice the feeling of grave alarm with which those who are interested in property and trade at this port, regard the obstructions to navigation which, there is reason to believe, are fast accumulating in the channel of the Wangpo River, and I have to repeat to you that your Excellency will bring this upon the Chinese authorities, all the pressure which may be within your power, to induce them to undertake a duty which is the obvious function of every civilized Government to discharge.

In the event of the Imperial Government declining to assume the obligation of the work, I have the honour to enquire if your Excellency would be prepared to support a demand that additional part of this community, which additional power may be required to enable the Chinese to pay for the maintenance of a channel adequate to the efficient navigation of the river, by means of special taxes to be levied upon native and foreign shipping resorting to the Port, and upon landed and house property within its limits.

I have the honour, &c., &c.

(Signed) F. B. JOHNSON,

Chairman.

The Courier, after reviewing the facts connected with the above question, noticed the proposition that a fund for the purpose of keeping up the channel shall be provided by a tax imposed by the Chinese, as follows:

The author has appeared to us to accept and to appreciate the new and striking proposal which Mr. Johnson makes in the concluding portion of his despatch. That proposal is, that "the Ratepayers of Shanghai should raise funds for the maintenance of a channel adequate to the efficient navigation of the river, by means of special taxes to be levied upon native and foreign shipping resorting to the port and upon landed and house property within its limits."

Now, whatever difficulties difficulties may arise and logistic at this simple and straightforward proposal, those who look at the matter practically will perceive that it is the natural outcome of the course of action we have sketched above, and, in that point of view, is most reasonable. For five years the Chinese Board of Customs had the commission to enquire into and to deal with the dangers which threaten the existence of the chief commercial city in China—the grand centre of that Pto. Chinese system of which he is the head. Facts innumerable have been brought under his notice in evidence of the existence and rapid growth of the obstructions complained of, and of the inconveniences, dangers and losses caused by their continuance, and the results of applying the remedial measures which the only course that could be adopted would be the reduction of the numbers. This is the only course that could be adopted, and, so far as is known to us, has done nothing, beyond informing the public and the representatives of foreign powers by saying that a dredger has been ordered. Even the promised memorandum has not come.

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In the event of the Imperial Government declining to assume the obligation of the work, I have the honour to enquire if your Excellency would be prepared to support a demand that additional part of this community, which additional power may be required to enable the Chinese to pay for the maintenance of a channel adequate to the efficient navigation of the river, by means of special taxes to be levied upon native and foreign shipping resorting to the Port, and upon landed and house property within its limits.

I have the honour, &c., &c.

(Signed) F. B. JOHNSON,

Chairman.

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Ladies' and Gentlemen's KID GLOVES.

WELLINGTON STAR AND QUEEN'S ROAD,
7d & 2d Hongkong, 17th February, 1873.

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count of Twenty per cent. (20%) upon the current local rate of premium will be allowed upon insurance effected with this Company.

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Agents.

CHINA FIRE INSURANCE COMPANY,
LIMITED.

NOTICE

IN CONFORMITY with the Special Resolu-

TION adopted and confirmed at the Extra-

ordinary Meeting of the Shareholders held on

23rd March and 1st April, 1872, altering Clauses

No. 103, 105, 107, and 161 of the Articles

of Association, such changes to take effect

on 1st January, 1873, the Net Profits of the

Company will, from that date, be distributed as follows, viz.—

Two-thirds (2/3rds) to all contributors, whether

of the same or of different amounts,

one-third (1/3rd) to be carried to the Reserve Fund.

OLYPHANT & CO.,
General Agents.

if 716 Hongkong, 17th April, 1873.

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OUND VOLUMES of the TRADE RE-